

GATCOM REPORT OCTOBER 2018

KEY MESSAGES AND OUTCOMES FROM MEETING 18TH October 2018

Following an open recruitment campaign involving members of GATCOM, Mr Tom Crowley, former Chief Executive Horsham District Council has been appointed to succeed Dr John Godfrey as Chair of GATCOM. Mr Crowley was welcomed to the Committee and he looked forward to meeting members over the coming months.

DR JOHN GODFREY DL

Sir David Higgins, GAL Chairman and Stewart Wingate, Chief Executive Officer, GAL paid tribute and thanks to Dr Godfrey for skillfully and expertly leading the Committee through a number of significant challenges during his chairmanship over the past 11 years. Dr Godfrey would stand down from GATCOM at the end of 2018. All GAL's staff and the Committee wished Dr Godfrey a long and happy retirement.

GATCOM STEERING GROUP – CHAIR'S REPORT

The Chair's [report](#) of the GATCOM Steering Group meeting was received. The key points, not covered elsewhere on the meeting agenda, to note are:

- Review of the UK Aviation Strategy** - The DfT held stakeholder workshops over the summer to discuss growth, noise reduction and overall Government policy; compliance and enforcement; compensation and mitigation; and airspace modernisation. The Government aims to issue its Aviation Strategy Green Paper in the late Autumn of 2018 (most likely in December).
- CAA Consultation on draft Airspace Modernisation Strategy** - The Steering Group endorsed the GATCOM officer response to the consultation which was required to be submitted by 10 September. The [agreed response](#) is appended to the report of the Steering Group.
- Gatwick Noise Insulation Scheme** – GAL's [current scheme](#) was due to end in March this year. GAL has however extended the deadline for applications for a further year and will probably do so again next year. GAL's continued support for the scheme was welcomed and the Steering Group asked GAL to give greater publicity to the fact that people could still apply for the scheme.
- Gatwick's IT Resilience Planning** - The Steering Group reviewed with GAL the lessons learned from a couple of IT systems outages affecting flight information systems and the CASPER Noise Lab.
- Car Parking in Local Residential Roads** - Following GAL's initial discussions in 2017, further meetings have been held with the local authorities to discuss the problem of airport related car parking and taxi company operations in local residential roads, which were issues of on-going concern to local communities. GAL is to arrange a follow up meeting in the near future.

SIR DAVID HIGGINS, CHAIRMAN, GAL

Sir David Higgins addressed the Committee. The key points to note are:

- GAL's vision for Gatwick looking ahead to 2032 is set out in the draft Airport Master Plan published that day (more detail is given below).
- Global Infrastructure Partners (GIP) is considering the sale of its 42% stake in Gatwick. The investment fund was originally set up for ten years in 2009. GAL expects the ownership structure to change over the coming year but that it was unlikely to interrupt GAL's growth plans.
- GAL continues to focus on providing high quality customer service and core service standards.

- On Time Departures (OTD) performance is improving but GAL recognises that more work needs to be done working collaboratively with airlines and handling agents to improve efficiency of operations.
- GAL is planning for Brexit which includes working with Border Force, airlines, the CAA and Government. It is hoped that there will be more clarity over the next month as the Government's discussions continue.

CHIEF EXECUTIVE OFFICER'S REPORT

The Chief Executive Officer's [commentary](#) on activity and performance of Gatwick over the previous quarter was received. The key points to note are:

- Traffic Growth** - Gatwick has seen continued growth and over the past quarter handled 14.2 million passengers with an aircraft load factor of 91%.
- Route Network** – Gatwick now serves 241 destinations worldwide and saw its long haul routes grow by +20.8% over the summer period.
- Service Quality** – Gatwick continues to achieve all its regulatory core service standards and passed the performance targets for 40 successive months. The fall in passenger satisfaction scores in June were as a result of queuing problems at Border Control and the disruption to flight schedules from industrial disputes in Europe.
- New quieter aircraft** – GAL has welcomed to the EasyJet fleet the introduction of 6 new A321neo aircraft which have an additional 50 seats per aircraft, are 4 decibels quieter on take-off and 2 decibels quieter on approach than existing aircraft types at the airport and have reduced emissions. Norwegian has also started operating a new Boeing 737 MAX aircraft on services which again is a quieter/cleaner aircraft type. Whilst GATCOM welcomed the introduction of quieter aircraft it was commented that the growth in traffic movements and the use of concentrated flight paths meant that local communities were unlikely to notice the benefits of the quieter aircraft. GAL, through its work with the Noise Management Board (NMB), is considering alternative growth and noise metrics to better track and recognise the impact on local communities.
- Special assistance services** – GAL continues to focus attention on the performance of the special assistance service provider, Wilson James. Significant improvements have been achieved since the last GATCOM meeting and this focus will continue over the coming months.

AIRPORT MASTER PLAN REVIEW

GAL launched the consultation on Gatwick's draft Master Plan 2018 at the meeting. The draft Master Plan takes a detailed 5 year look ahead and incorporates a vision for the 5-15 year period to 2032 – [click here](#) to see presentation slides; [Click here](#) to see the summary document; and [Click here](#) to see the full draft master plan document.

The key points to note are:

- Government policy, as set out in the document [The Future of Aviation: Making best use of existing runways](#), continues to support growth in aviation, and making best use of existing runways.
- GAL has put forward three growth paths and is proposing to make Gatwick a more efficient airport while at the same time reducing or mitigating its impact on the environment.
- The three growth paths identified in the draft Master Plan are:
 - o (1) using the existing runway to accommodate growth from the current 45.7 million passengers per annum (mppa) to between 57-61mppa in 2032 with an increase in Air Traffic Movements (ATMs) from the existing 280,790 to between 315,000-340,000 ATMs per annum.
 - o (2) routinely using the existing standby (sometimes referred to as the 'maintenance') runway for aircraft departures alongside the use of the existing runway. This will provide additional capacity within the airport's existing footprint accommodating growth from the current 45.7 mppa to between 68-70 mppa in 2032 and an increase in ATMs from 280,790 per annum to between 375,000-390,000 per annum. Currently the use of

standby runway is restricted by a legal agreement (signed in 1979) which expires in August 2019 and is also bound by planning conditions as to its use. Should this growth path be pursued then GAL will be required to undertake detailed consultation to be progressed through the planning process (likely to be a Development Consent Order (DCO)) which is the planning route to be used for Nationally Significant Infrastructure Projects. The standby runway could be brought into routine use by mid-2020s.

- (3) continuing to safeguard land to the south for an additional runway.

There will be a 12-week public consultation closing on **10 January at 17:00**.

There are 11 consultation questions.

GAL will hold five public exhibitions at venues in Horsham, Croydon, Tunbridge Wells, Brighton and Crawley. Details are given on GAL's [Master Plan web pages](#). GATCOM has requested that GAL consider holding a further exhibition in Surrey. [GAL has subsequently confirmed that an additional exhibition will be held in the Horley Leisure Centre, Horley – see web pages for details]

GATCOM's initial comments were:

The routine use of the standby runway could be viewed as gaining a second runway and the continued safeguarding of land would in effect be for a third Gatwick runway.

The impact of growth on the existing infrastructure and housing, as well as on the local population from increased frequency of aircraft overflight, pollution and surface transport were significant issues to be addressed. Members were reminded of the infrastructure [study](#) commissioned by West Sussex County Council and Surrey County Council a couple of years ago.

Existing terminals were already crowded and it was questioned whether an additional terminal should be included in GAL's planning for the next few years.

The growth of Gatwick was important for international business and the regional economy. The Coast to Capital LEP's recent "[Gatwick 360](#)" strategy document needed to be considered alongside the growth plans set out in the draft airport Master Plan. The productivity of the South East region had fallen in recent years compared with other regions of the UK.

There was a need to continue to press for improvements in the surface access network around Gatwick including the possibility of constructing a second M23 spur to the airport. The views of Transport for the South East should also be sought as part of the consultation.

The opportunities to grow cargo operations were highlighted.

All GATCOM member organisations are encouraged to respond to the consultation through the consultation website. GATCOM will also respond to the consultation and members have been asked to submit comments to the GATCOM Secretariat by 5 December to help prepare a suggested GATCOM response for the GATCOM Steering Group to consider at its meeting on 20 December.

GATCOM will submit its response by the consultation deadline of 10 January. The submitted response will be reported its next meeting on 24 January when it is likely that the Government's Aviation Strategy Green Paper proposals will be known.

PASSENGER ADVISORY GROUP (PAG)

The [report](#) from the Chairman of PAG was considered. The key points to note are:

GAL and its partners were congratulated on the way in which the contingency plan following the Flight Information Display Screens (FIDS) outage was managed so that passengers continued to receive flight information

The improvement plan for the special assistance service provider, Wilson James, was noted and PAG will report back on progress in securing improvements to service performance to the next GATCOM meeting.

Samantha Williams had been elected by PAG to be the Vice-Chair of PAG to replace Dick Hobbs, passenger representative.

GATWICK TRAVELCARE

Gatwick TravelCare, the independent on-airport charity supporting vulnerable and other passengers in need of assistance, gave an update of its work at Gatwick – [click here](#) to see presentation slides. The key points to note are:

- The charity has a team of eight managers and relies on the support of a team of 25 volunteers who come from a broad range of professional backgrounds funded by GAL, the Foreign and Commonwealth Office, grants and donations.
- TravelCare provides passengers in difficulty with welfare service, a safe environment and confidentiality, repatriation with family and friends, signposting to statutory health, social services and volunteer sector agencies.
- The service is open from 0900-1600 seven days a week but there are calls for the charity to extend their hours of operation given the demands on their service. TravelCare is therefore seeking more volunteers to support the service.

GATCOM paid tribute to the important work of the charity and encouraged members to help promote its work and circulate details of volunteering opportunities to others in their organisation, friends, family and their wider communities. Interested persons are asked to contact Gatwick TravelCare at travel.care@gatwickairport.com.

GATWICK NOISE EXPOSURE CONTOURS 2017

- GATCOM's Independent Technical Adviser's [report](#) summarising the results of noise modelling at Gatwick Airport for the summer period of 2017 published by GAL in July 2018 was received. The full report by the Environmental Research and Consultancy Department (ERCD) of the Civil Aviation Authority (ERCD Report 1802) is available on GAL's [website](#).
- The results show that the 2017 modal split, as with the 2016 monitoring, was dominated by a higher than average proportion of westerly movements. The benefits of the modification to the A320/319 family aircraft to eliminate the whining noise (the FOPP modification) have resulted in an overall decrease in both the area of the contours and the population affected, despite the 1% increase in aircraft movements.
- GATCOM's attention was drawn to Figure B20 of the [report appendices](#) which showed that the trend over time between 1988 and 2017 in terms of population/area within the summer contours had remained relatively stable since 2002 but had reduced significantly since 1988 against the backdrop of growth in aircraft movements.
- It was commented that whilst there had been an improvement in the noise climate, people still suffered disturbance from aircraft noise and overflight outside of the contour areas.

AIRSPACE UPDATES

Future Airspace Strategy Implementation (South) (FASI(S))

- GAL gave an update on this project. FASI(S) is the major review of airspace across the South East of England which encompasses an area as far west as Cardiff and as far north as East Midlands airport. The project will involve the collaboration of 16 different airspace change sponsors (15 different airports and NATS). The FASI (S) programme is expected to be delivered by 2024.
- GAL has submitted to the CAA its Statement of Need to initiate the redesign of Gatwick's departure and arrival procedures as part of this project. GAL's Statement of Need is available to view on the CAA airspace change website, within the area entitled 'Airspace changes awaiting an indication of scaling level' <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Permanent-airspace-change-proposals-under-CAP1616/>
- GAL will continue to discuss its desired outcomes with the CAA but due to the large numbers of Airspace Change Proposal (APC) requests submitted to the CAA, GAL was not expecting to be allocated an assessment meeting with the CAA until the New Year. There was therefore already a likely delay to the FASI(S) Gatwick programme.
- It was commented that there had been no community engagement on developing the

Statement of Need and as such the statement only reflected the GAL view. GAL reassured members that there will be many opportunities for community engagement as set out in the CAA's Airspace Design [Guidance CAP1616](#).

- GATCOM will be kept informed of progress on this project and of engagement opportunities as the project develops.

Route 4

- Following the quashing of the CAA's April 2017 decision by consent, GAL continues its work to revert the Route 4 conventional standard instrument departures (SIDs) to their position as they were before 7 April 2017. In support of this, GAL has completed a comprehensive safety review which has been submitted to the CAA for approval in May 2018. The CAA's decision is still awaited.
- There were calls from members for GAL to try to expedite the CAA's approval process. GAL confirmed that a letter would be sent to the CAA seeking to prioritise the Route 4 approval. GATCOM would be kept informed.

NOISE MANAGEMENT BOARD (NMB)

- The [report](#) on the outcomes of the last meeting of the NMB on 27 September was received.
- A Review Sub-Committee has been set up to review the NMB's constitution and effectiveness.
- The Review Sub-Committee Chair, Helyn Clack (Surrey County Council), advised that the Sub-Committee had already met a couple of times and was receiving information and feedback from many interested parties.
- The Sub-Committee would report its conclusions to a special meeting of the NMB to be held on 28 November.

On behalf of GATCOM, the Chair expressed thanks and appreciation to Bo Redeborn, NMB Chair, and Graham Lake, Secretary to the NMB for setting up a thorough and fair review process and for expertly guiding the NMB through a range of challenging issues. The [successes](#) achieved by the NMB since it was established have been previously reported to GATCOM.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

- GATCOM's Lead Member for Noise [summary report](#) of the deliberations of NATMAG was noted as were the key messages to GATCOM.
- Concerns raised by a community noise group representative about some airlines lowering their landing gear and flaps at an earlier point on the approach had been considered by NATMAG. Whilst there was no evidence that this is occurring, the airlines representative confirmed that there had been no change to flight procedures and a reminder about the required procedures had been circulated to pilots and crew. The concern will also be addressed under the NMB's Low Noise Approach metric and the FPT's airline engagement programme.
- Members noted that NATMAG will at its next meeting identify priority END Noise Action Plan (NAP) actions for GAL to focus on for the next year. The Chair reminded GATCOM's NATMAG members to take into account those priorities identified by GATCOM in its response to GAL's consultation on the draft END NAP.

Chris Hersey